

Welcome to the April/May issue of our newsletter, The Good Oil.

**ANZAC DAY
25TH APRIL**

**THEY SHALL NOT GROW OLD, AS WE THAT ARE LEFT GROW OLD;
AGE SHALL NOT WEARY THEM, NOR THE YEARS CONDEMN.
AT THE GOING DOWN OF THE SUN AND IN THE MORNING,
WE WILL REMEMBER THEM.**

LEST WE FORGET



Happy Birthday to our April and May born members. We hope you all have a beautiful birthday and many happy returns.

April

Phil Adams	2
Victoria Laffan	3
Eddie Buxton	8
Laura Thomson	11

May

Mia Thomson	2
Andrew Mackay	7
Michael Thomson	10
Hugh Freeman	15
Joyce Cheong	18
Blake Thomson	19
Adam Thomson	25

Rally Reports

Kyabram Mack Truck Muster and Vintage Engine Rally

Done and dusted for another year!

Well the Mack Muster is done for another couple of years, and what a show it was. In total over the two days we counted 164 Macks, and good crowd numbers considering the hot total fire ban day on Saturday, and the putrid conditions with the 60kmh wind on Sunday. Thank you to each and every person that brought a truck, a model, a trade stall, a camera or just themselves. Without all of those people we would just be an empty show grounds. A big thank you to Alison, Chris and David Daws, Leanne, Chloe and Victoria Laffan and Gary and Shirley Richards for helping out over the 2 days of the show, and during the Saturday night dinner, many hands make light work and these people made our job very easy. Thanks to everyone who took time to take photos and shared them on Facebook in different groups. We hope everyone was as happy as what we are, and that you are keen to come along again in 2020. Tim John and Dave.

Well done to Tim, John and Dave. You smashed your last Australian record of Mack Trucks. Not only were there the 164 Macks but also another 70 – 80 X brand trucks as well. The arena was full of trucks and there were even more amazing trucks to see, lined up on the outside of the arena. With about 250 trucks in total, any wonder the show grounds were full. It was interesting to note that of the 164 Macks, only 28 of them were from the year 2000 on. We had a visitor from New Zealand who came over for the weekend just to attend the muster. There were nine Mack trucks brought out from Tasmania, just to be a part of the muster. Another bloke flew over from Perth for a few days, just to be at the muster. Others came from Alice Springs and Rockhampton, just to be at the muster. The motels in town were booked out and they said that this is the busiest weekend for them for the year. How awesome is that!

The show grounds looked immaculate. The Monday crew, armed with push mowers, ride on mowers, whipper snippers, chainsaws, utes and trailers, were told that if they saw a blade of grass with its head sticking up, to cut it off. And that they did. Even the trees didn't get away with looking scruffy. Our leader wanted the grounds to look like "a military parade ground" and after lots of sweat and dust, his wish was granted. After all the mowing, the only thing bright and shiny about Ross was his eyes.

The rest of him was thickly covered in dust. Sorry about the washing Margo. Tuesday saw a great band of helpers arrive to start on the compounds. With the grounds already precisely marked out, two members learnt how to do this with the aid of the 'master', it didn't take too long for the posts to be banged into place and the wire rolled out. The following days were involved with a lot of lifting, shifting and eating. Many thanks to Barb Archy for her most welcome tin of home cooked bickies. That tin never ran out because Bruce always had top ups for the next day. Some of our newer members were excited to be a part of their first rally. It was amazing to see Glen and Danny arrive in their tray truck, fully loaded with engines and other displays. They nearly needed a full compound just for themselves. Well done boys, I hope you enjoyed your first rally. Lindsay, also a first time rallier, had his tractor on display. I have heard that Lindsay has a great collection of tractors and it will be good to see them at our future rallies. Another first timer was Rod and Mathew. Rod helped Mathew to restore his engine, as a good dad should, but guess who has also got the engine bug. Rod also brought along his newly acquired McDonald foot path roller. We had to stop and watch as he drove it into the compound, puffing smoke as it went. It was also good to see our three 12 year old boys, Mathew, Hugh and Blake, at their first rally, all lined up together with their engines, and our club banner along the fence in front of them. They looked so proud and they had a great weekend. Doug did an awesome job with his sleeper cutting, as usual. I still marvel at how is able to do this. Even the 35 ½ degree day didn't stop him. The blacksmithing and the steam engines, both big and little, were out of action of the Saturday, due to the total fire ban day but that didn't stop people from going up for a look and a chat. Simon was amazed at how many people had a father, grandfather, or relation that was a blacksmith. On Sunday the blacksmithing boys were hammering away with good commentary from Simon on the karaoke machine. Did we hear a few tunes being pumped out as well, Simon? Jordy, our sheep shearer was kept busy and the most people he had watching was when the Cooper shearing plant would not start. At least this year it was the spark plug that was the culprit, not the starter person. Frank and Eldred had an awesome display in their shed. The remote controlled paddle steamers, that are hand made, were a wow factor and the amount of displays along either side of the shed gave spectators something to talk about. Each year we worry about having this shed full of displays and each year Frank and Eldred fill it with amazing things to see. The Secretary shed was another big attraction with the wood whittler making wooden chains with his little pocket knife, the vintage radios, wood turners, lace makers, a collection of Caltex memorabilia, and this year we had a new attraction of the little air generated machines. The most popular display was, once again, the meccano. These blokes know just what the public love to see, and it is also hands on for the public. We were able to push buttons and turn handles to make things work. It is amazing and great fun for both the kids and the adults. We were fortunate to have John Sparks with us again with his incredible little scale model steam engines. Even though they were not able to be operated on the Saturday, also due to the total fire ban, they were fired up on the Sunday. Our junior boys were thrilled to be shown, and able to help, start up one of the steam engines. Our display machinery out the front of the Secretary shed is always magnificent. Trevor has to make more trips in and out from Wyuna, than what days are available for us to use the showgrounds, but somehow he still manages to get all of his displays, rolls of hay and bins of wood for the steam, in to the grounds and then it all has to go back home again. Thanks for a great effort Trevor. Our compounds were pretty full, with just a few spaces left. Last year we had 187 engines in the compounds and this year we upped that by 3 to have 190 engines. It was said that the boys had their Mack truck muster and we had a Mack engine muster. There was another Mack muster going on in Ky on this weekend, but it had nothing to do with little dogs. The 'other' Mack muster was all about Mac Diesels in our compounds. There was a McDonald tractor, McDonald footpath roller and several McDonald engines. A little four year old girl was asked what she liked the best about the rally, and her comment was "the milking cow with the baby calves" so it is good to know that the displays appeal to all ages. Our Saturday evening meal was well attended and we had a special occasion that we all joined in to celebrate. With Pete leading the rendition of Happy Birthday, everyone sung to Chuba for his 70th birthday. This wasn't the only surprise that Chuba had for his birthday. Eddy, one of his trucking mates, flew over from Perth to surprise him for his birthday and to be a part of our truck muster. But that was not all, on Sunday, at the van park where Chuba and Vicki are staying, he came across an old mate that he hadn't seen for 20 years. This bloke had come down from Maroochydore, just for the Mack muster, and neither of them knew each other was here. They had a great time catching up.

All in all, despite the weather, we had another successful rally and muster. I would like to give a huge thank you to everyone for their help in any way, their displays and their support with our rally and muster. I would also like to give a special thanks to our leader, Pete. His vision and commitment are attributes that we, as a club, are lucky to have. Pete strives for perfection and leads by example and this has a flow on effect to the rest of us. We should all be proud of what we have achieved.

Wunghnu

The Wunghnu rally was held the weekend after our rally. It was good to see some of our members there, being able to sit back and enjoy the hospitality of the Goulburn Valley Vintage Tractor & Farm Machinery Club. Saturday started off with mild weather but the change soon came with a good gust of wind and spitting rain. This didn't interfere with the day at all, or the tractor treckers who arrived back from their tractor trek with a bit of rain to cool them down. A bit of rain is always good to suppress the dust. The Sunday weather was much the same but this didn't dampen anyone's spirits. The engine numbers were up on previous years, with all of the engine compounds pretty full. The tractor pull got under way on the Saturday afternoon and again on the Sunday. It is always an attraction when they start up their big engine in the shed. A couple of our members had their own truck trek on the way to the rally. With a couple of deviations and minor repairs on the way, they eventually arrived with their truck and tractor displays. Some of our members who participated in this rally were Pete, Jane and Ned F, Ray E,

Lloyd and Marie B , Greg R, Pete R, and Ray G. Charlie Z was busy over at the little train ride area and other familiar faces in the crowd were Chuba and Vicki and our lady secretary. It was good to see one of our regular ralliers in the engine compound, even though he was not able to bring along an engine. Just smelling the fumes, hearing the putt putt and being able to talk to his mates was great therapy. The Wunghnu members always make us feel welcome and we are sure to be back again there next year.

Non Member Volunteers

I would like to give a special thank you to the non member volunteers who helped us to set up, pack up and run our rally. As you can appreciate, it is an enormous effort to stage our annual rally and truck muster. This is our major event for the year and it is what we work towards for 12 months of the year. Even though we have 82 members in our club, we only have a small percentage of members who are able to do the hard yakka for the eight days needed for either setting up, packing up and the running of the rally. Work commitments, health issues and general capabilities limit a lot of our members so we rely strongly on the magnificent non member volunteers that help us. Many thanks go to Margo in the secretary shed, Bethany, Heather, and Heather in the luncheon room, Merv on garbage bin duty, Dustin making our guests feel welcome by handing out free cookies, Angus also handing out free cookies as well as serving in the dim sim shed, Luke using his muscles setting up, packing up and being part of the work force in the dim sim shed, Cheryl also being a part of the work force in the dim sim shed, and Chuba. Words cannot give justice of how we appreciate Chuba helping. He is with us from day one, all day every day of the set up, and he was still going strong on the Monday clean up day. Not only is he an excellent worker but he is also a top bloke. We could not do without our regular yearly volunteers of Kyabram SES, Stanhope Lions, Girgarre CFA and Kyabram Scouts. These people are asked every year to help us, as we are unable to find the man power within the club to do these jobs. They never hesitate to give their time and have never let us down. Hopefully our members go to them, make them feel welcome and thank them for what they do for us. Many thanks volunteers!!!

A Brief History of A.H. McDonald & Co.

A. H. McDonald & Co.

'Imperial Engine Works'

Melbourne, Australia 1903 – 1969

Alfred Henry McDonald was born in 1883 in Melbourne. On leaving school at age 14 years, his father wanted him to work in the family bakery, but young Alf had other ideas. He wanted to be an engineer.

In 1898 he became indentured to Henri Galopin, "Scientific instrument maker to the Observatory," for a four year apprenticeship.

Alf left Galopin, who had trained him well in both electrical and mechanical engineering, and he worked for J.A. Newton, Electrical Engineers, for about a year. During his spare time he did jobbing work in the shed behind the bakery.

At first he made motors for dental drills to replace the treadle. In 1903 the business name A.H. McDonald & Co. was registered, and, with his younger brother Earnest they set up a workshop in a rented room in Flounders St. Melbourne.

They also built their first petrol engine and generator set. Alf knew that the steam age had all but passed. The future lay in the development of electricity and the internal combustion engine. He was especially interested in the engine and planned to go into production of a range of engines as quickly as he could.

On 1st July 1904, having outgrown the city room and backyard shed, they moved into a corrugated iron workshop in Hawthorn, and called it the *Imperial Engine Works*.

Alf pursued his plans to build engines, and by 1905 the first production began. About 30 A type engines of 4 HP per cylinder were built that year, including some two, three and four cylinder versions.

Next in 1907, the D type engine of 10 HP per cylinder commenced production. This model also was built in two, three and four cylinder versions.

The twin cylinder engine was selected for the first tractor in 1908 and many tractors of various types and sizes followed in the years to 1923

In 1930 the larger models were replaced by a new range of two stroke engines in horizontal single cylinder units from 10 HP to 75 HP, including the TWB tractor engine.

These engines used a hot plug or hot bowl principle, requiring pre-heating by blow lamp prior to starting.

Later, a system using an electric ignition coil, spark plug and petrol was developed to give easier, quicker starting.

In 1910 they bought a substantial block of land in Richmond. There they built a much larger factory and a new foundry capable of pouring castings weighing up to three tons. This was a great advantage, as it enabled them to make greater use of castings in both iron and non-ferrous metals such as brass and phosphor bronze. Here they made a number of special tractors and road rollers for which the Company became famous.

The D type engine was replaced by the N type in 1914. This was a similar vertical petrol/ kerosene engine with magneto ignition but with a bore of 8 inches (203mm) it was much more powerful, 20 HP per cylinder.

It was the power unit used in the tractors and road rollers of the period. Like its forerunners it was built in one, two, three and four cylinder versions.

The first "Super Diesel" horizontal engine appeared in 1918, and soon the range extended from 2 HP to 25 HP, all using the "Brons" principle (also known as Hvid) of fuel combustion. They were successful for stationary use and road rollers but were not suitable for tractors, being too heavy.

During the decade of the 1920's, McDonalds imported tractors, firstly the Emmerson - Brantingham (E-B) from U.S.A. later the Avance from Sweden. They recommenced building McDonald Imperial tractors in 1930, the TWB model, and from 1946 to 1955 the T6 series.

The Brons system was finally abandoned in 1950 when two smallest engine types (SPI and CPI) were redesigned to employ a conventional fuel injection system, using Bosch fuel pumps and injectors.

The larger two cycle engines and tractors after a number of changes ceased production in the early 1960's and the last engines, the small SPI and CPI models were phased out in about 1970.

By then McDonalds were concentrating on road rollers and construction equipment, powered by engines of other makes such as Ronaldson Tippet, Perkins, I.H.C. Ford and Lister.

The founders were known to all by their initials, A.H. and E.J. Of the two, A.H. was the senior partner and was more the administrator, the Governing Director, whilst E.J. was the Works Manager. E.J. died in 1956 and A.H. in 1963.

In 1969 the business was merged with Jaques Bros Ltd. (now Jaques Ltd.) makers of quarry equipment, and the remaining McDonald products, mainly road rollers, continued to be made in their factory and sold by the McDonald Division.

The Division was later renamed Jaques McDonald and specialised in the distribution and hire of Road Construction Equipment, including McDonald road rollers.



Rod Bain's McDonald footpath roller

Just For Fun

A conversation was struck up with an old man and eventually the topic of politicians and their role as leaders came up. The old man said, "Well, as I see it, most politicians are "Post Turtles".

Not familiar with the term, I asked him what a 'post turtle' was.

The old man replied, "When you are driving down a country road and you notice a turtle balanced on top of a fence post, that's a 'post turtle'.

With a puzzled look on my face, the old man continued to explain.

"You know he didn't get up there by himself, he doesn't belong up there, he doesn't know what to do while he's up there, he's elevated beyond his ability to function, and you just wonder what kind of dumb ass put him up there to begin with."

Best explanation of a politician I've ever heard.

For Sale

Ronaldson Tippet - N type - 3HP

\$ 300.00 ONO

Mob. Rod Smith Kyabram, 0428 424877

Ronaldson Tippet - Pump

\$ 300.00 ONO

Mob. Rod Smith Kyabram, 0428 424877

